

Sir HENRY DRAYTON: However, Cobourg is the point mentioned. You are right in that. How far have you got in considering the question of the electrification of the lines from Toronto to Cobourg?

Mr. HENRY: It is contemplated the electrification or equivalent—and when I say “equivalent” I mean the unit car—between Port Hope and Toronto—

Sir HENRY DRAYTON: That was as far as you understood the matter. This would be in discharge of the executive obligations under that historic document?

Mr. HENRY: I don't know as there was any obligation, Sir Henry (Drayton), but this represents the view of the—

Sir HENRY DRAYTON: At any rate, whatever the document may be, all you intend to do is to have an electric line in the manner you have indicated to Bowmanville? You were not thinking of any electrification of the Grand Trunk?

Mr. HENRY: No, it would not be economical, Sir Henry (Drayton); not at the moment.

Sir HENRY DRAYTON: While we are on the question of the electrification: what about the electrification of the terminals at Toronto? I think that is the most economical thing you could do.

Mr. HENRY: The electrification of the terminals could not possibly be proceeded with until the final terminal scheme is developed.

Sir HENRY DRAYTON: You would have to know whether you are going to have to elevate or not?

Mr. HENRY: Absolutely. We are also considering the electrification between there and Niagara Falls. If there is any place where electrification would be justified, it would be in that district.

Sir HENRY DRAYTON: That is the view I had in 1916.

Major BELL: The terminals would have to be by the Terminal Company, Sir Henry (Drayton).

Sir HENRY DRAYTON: It would.

Mr. HARRIS: Mr. Henry, are you working in conjunction with the Hydro-Electric? You are aware the Hydro-Electric have done a great deal of engineering work—

Mr. HENRY: Have done a great deal of engineering work?

Mr. HARRIS: Not actual work, but investigation with regard to the surveys.

Mr. HENRY: I had the advantage of the information which they have gathered.

Mr. HARRIS: Are you working in conjunction with them?

Mr. HENRY: I cannot say we are working in conjunction with them.

Mr. HARRIS: Are you any closer together than you were a few years since?

Mr. HENRY: It depends on what you call “close.”

Mr. HARRIS: With regard to working together. Their view is that they should come in by way of the Toronto Harbour Development. In fact, they have set aside a right of way from the centre of the city right out, and I wanted to know if you were any closer together as regards which way you would come in.

Mr. HENRY: That is all tied up in the general terminal scheme. We have not considered that from the point of view of electrification—

Mr. HARRIS: I would not say “all” in view of the fact that the right of way has been reserved from the Toronto Harbour Commissioners by the Hydro.

Mr. HENRY: Part of it out toward Oakville?

[Mr. Henry.]